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THIRTY-SECOND ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

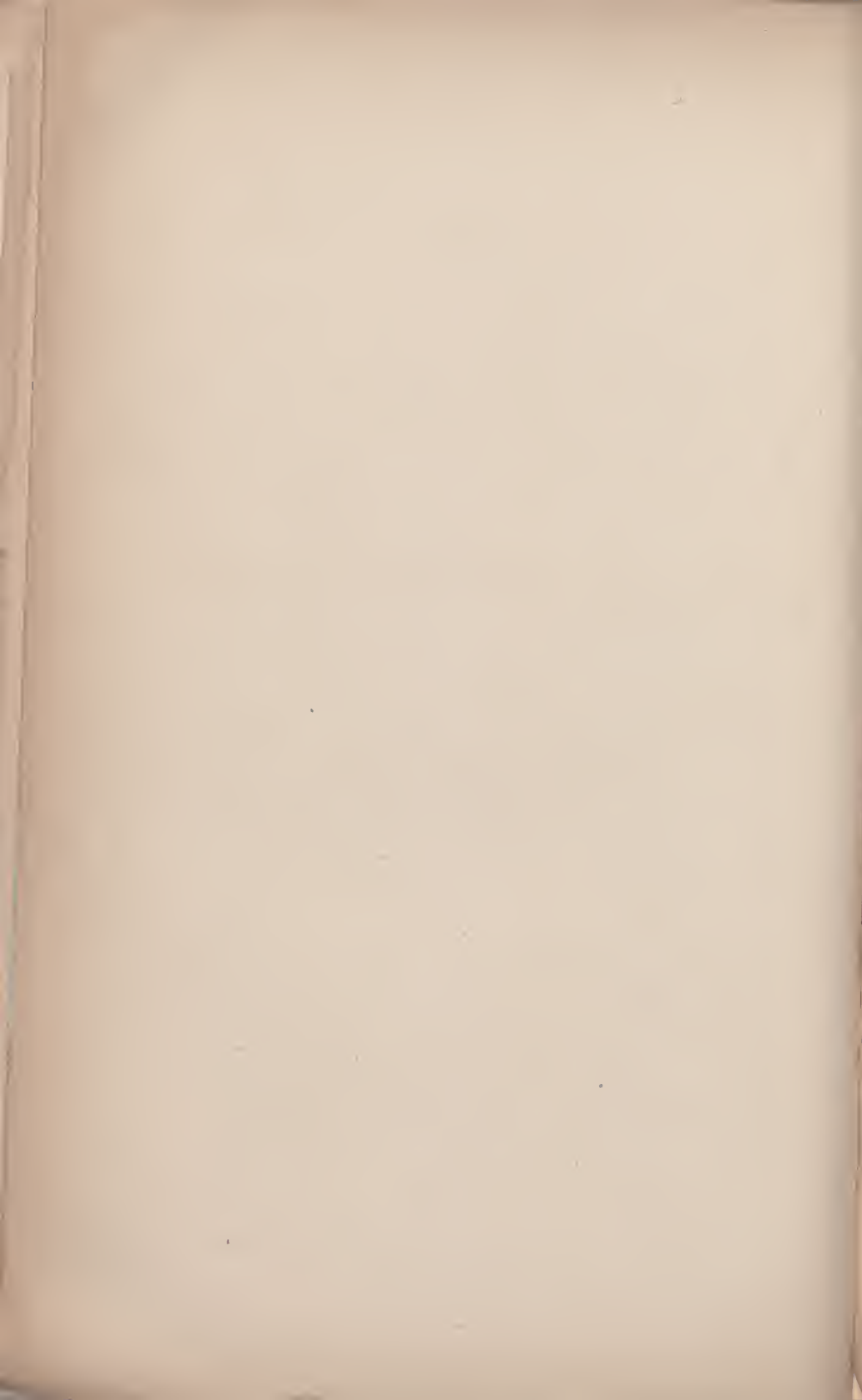
TO THE

STOCKHOLDERS.

JANUARY 18TH, 1887.

PHILADELPHIA:

ALLEN, LANE & SCOTT'S PRINTING HOUSE,
Nos. 229, 231, and 233 South Fifth Street.
1887.



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THIRTY-SECOND ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

OF THE

Lehigh Valley Railroad Company

TO THE

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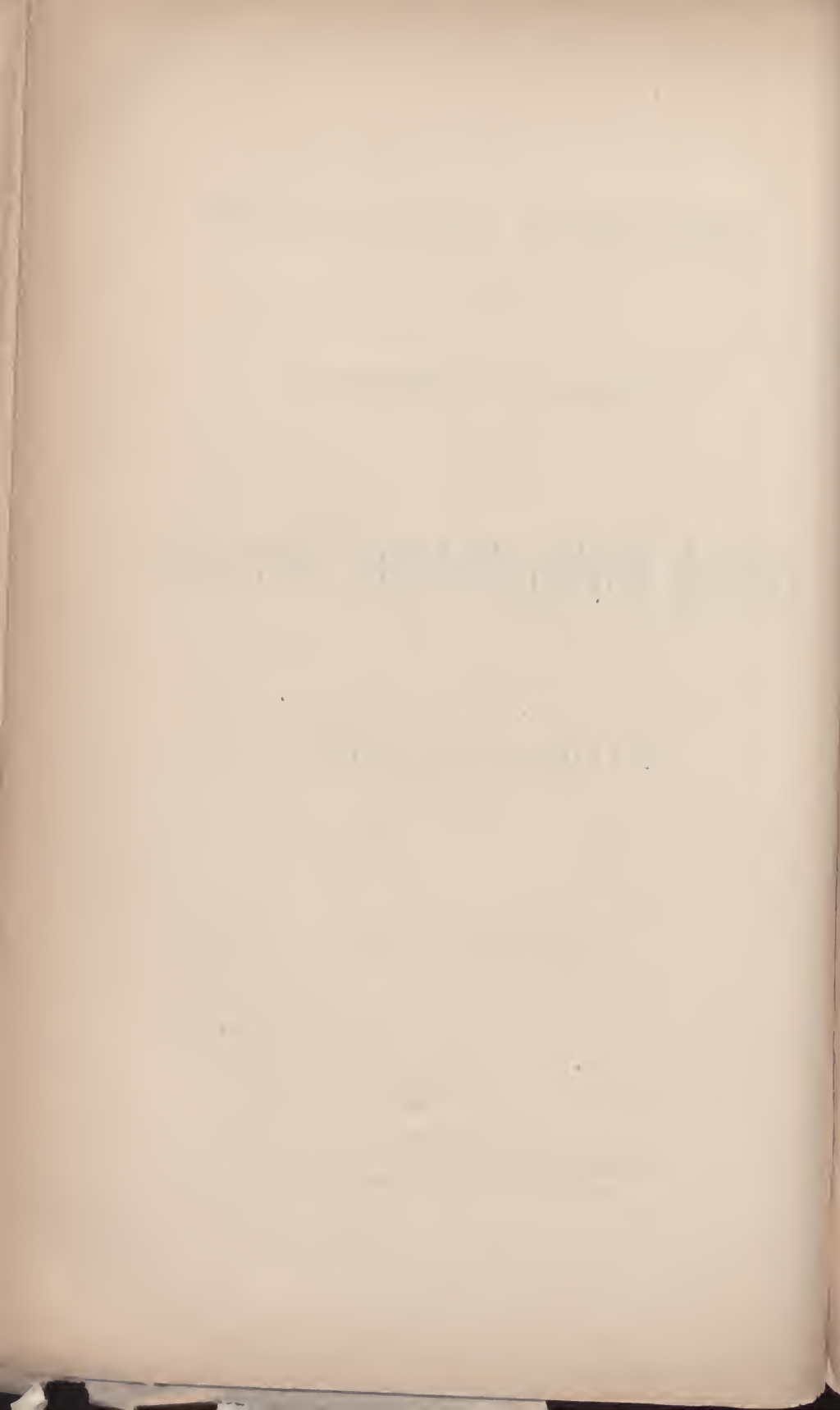
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OFFICERS
OF THE
Lehigh Valley Railroad Company.

JANUARY 18TH, 1887.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

SECOND VICE-PRESIDENT,
ROBERT H. SAYRE.

TREASURER,
WM. C. ALDERSON.

SECRETARY,
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT,
H. STANLEY GOODWIN.

DIRECTORS:

CHARLES HARTSHORNE,
WILLIAM L. CONYNGHAM,
ARIO PARDEE,
WILLIAM A. INGHAM,
GEORGE B. MARKLE,
ROBERT H. SAYRE,

JAMES I. BLAKSLEE,
JOSEPH PATTERSON,
JOHN R. FELL,
ROBERT A. LAMBERTON,
JOHN B. GARRETT,
CHARLES O. SKEER.



ANNUAL REPORT

OF THE

Lehigh Valley Railroad Company.

JANUARY 18th, 1887.

The total coal tonnage for the fiscal year ending November 30th, 1886, was as follows —

Anthracite,	6,656,474 tons.
Bituminous,	45,262 tons.
Total,	6,701,736 tons.

The coal tonnage for each of the past five years was:—

For 1882,	6,336,141 tons.
" 1883,	6,592,646 tons.
" 1884,	6,068,967 tons.
" 1885,	6,312,430 tons.
" 1886, as above,	6,701,736 tons.

being the largest coal tonnage carried by us in any one year, exceeding by 109,090 tons that of 1883, previously the largest year.

Our income from all sources, including interest received from investments, &c., amounted to, .	\$9,395,802 06
Operating expenses of the road,	5,293,816 56
Leaving,	<u>\$4,101,985 50</u>

Against which there has been charged :—

Interest on bonds (including interest on guaranteed bonds and stocks),	\$2,048,201 50
DIVIDENDS :—On preferred and common stock, .	1,331,531 00
General expenses, interest on floating debt, Pennsylvania and New Jersey State taxes, loss on Morris Canal, estimated depreciations, &c., . .	682,002 96
	<u>4,061,735 46</u>
Leaving	<u><u>\$40,250 04</u></u>

to be carried to the credit of the Profit and Loss account.

Our capital account at the close of the fiscal year was as follows :—

Preferred stock,	\$106,300
Common stock (including scrip not yet converted), . .	33,112,800
	<u>\$33,219,100</u>
First mortgage, six per cent. bonds, due in 1898 (coupon and registered),	5,000,000
Second mortgage, seven per cent. bonds, due in 1910 (registered),	6,000,000
Consolidated mortgage, six per cent. bonds, due, except sterling and annuity bonds, in 1923 :—	
Sterling,	\$3,318,000
Coupon,	1,787,000
Registered,	8,210,000
Annuity,	1,143,000
	<u>14,458,000</u>
Floating debt, less cash on hand,	none.
	<u><u>\$58,677,100</u></u>

Two hundred and one of the sterling bonds were drawn payable December 1st, 1886, leaving \$3,117,000, bearing interest from that date.

We have expended upon the construction accounts during the year \$410,185.41, on account of the building of the Hazleton and Delano branch, the purchase of new equipment, &c.

For the purpose of securing a considerable tonnage, which will pass over about three hundred miles of our system, we have purchased \$200,000 of the first mortgage bonds of the Carthage and Adirondack Railway Company, to enable that company to complete its road between Carthage, New York, and large and valuable iron ore deposits in the Adirondack region. This railroad of forty miles is completed and now open for business.

The extension of the Pennsylvania Railroad Company's Schuylkill Valley railroad to and beyond Pottsville, and the desire on the part of that company to reach their own properties near Wilkesbarre, made it necessary for us to consider the advisability of building a new line between New Boston and Hazleton. We entered into an agreement with the Pennsylvania Railroad Company, in accordance with which the road was put under construction and a portion completed, over which and the connecting road our trains are now run into Pottsville.

As indicated in previous reports, we have at different times invested large sums of money in the securities of the Southern Central Railroad Company of New York, to enable that company to make the necessary improvements for most efficiently conducting its business, and by which we were benefited in the increased trade derived from that source. It has been considered probable that its management might be more successful by attaching it to our general system, and therefore an agreement has been entered into with that company by which we are to run the road. Neither dividends nor interest are guaranteed, they being contingent upon the earnings.

Our towing and freight lines at Perth Amboy have been fairly remunerative. The increased freights in both directions received by our Lake lines have made that branch of our system quite profitable, and we have received very satisfactory returns from this investment.

There has been no change during the year in either the Board or general officers.

For further details and information concerning our own and associate companies attention is called to the reports of the General Superintendent of this Company, of the President and General Superintendent of the Pennsylvania and New York Canal and Railroad Company, and of the General Superintendent of the Lehigh Valley Coal Company, to be herewith published.

By order of the Board,

ELISHA P. WILBUR,
President.

ANNUAL REPORT
OF THE
GENERAL SUPERINTENDENT
OF THE
Lehigh Valley Railroad Company,
For the Fiscal Year ending November 30th, 1886.

BETHLEHEM, PA., November 30th, 1886.

E. P. Wilbur, Esq., President,

DEAR SIR:—The following report of the operation of the Lehigh Valley Railroad for the fiscal year ending November 30th, 1886, is respectfully submitted:—

The total amount of anthracite coal transported over the Main Line and branches for the year was 6,656,474.00 tons, an increase, compared with the previous year, of 398,295.08 tons, or 6.36 per cent.

The coal was derived from the following sources:—

REGIONS.	1885.	1886.	INCREASE AND DECREASE.
Wyoming,	1,585,294.10	1,932,372.05	347,077.15 Inc.
Hazleton,	2,430,888.19	2,392,614.09	38,274.10 Dec.
Beaver Meadow,	750,896.19	805,692.17	54,795.18 Inc.
Mahanoy,	1,491,098.04	1,525,794.09	34,696.05 Inc.
Totals,	6,258,178.12	6,656,474.00	398,295.08 Inc.

And was distributed as follows:—

POINTS OF DELIVERY.	1885.	1886.	INCREASE.	DECREASE.
At Mauch Chunk,	5,804.08	6,605.00	800.12	
On line of road above Mauch Chunk,	36,563.14	37,264.18	701.04	
On line of road above Mauch Chunk for use L. V. R. R. Co.	117,667.02	124,839.18	7,172.16	
To P. and N. Y. Canal & R. R.,	927,813.15	1,117,991.10	190,177.15	
“ Northern Central R. W.,	66,083.06	36,679.11		29,403.15
“ Sunbury, Hazleton and Wilkesbarre R. R.,	80,081.14	79,774.12		307.02
“ L. and S. Div. C. R. R. of N. J. at Packerton,	1,274.04	348.12		925.12
“ Lehigh Canal at M. Chunk,	30,616.03	25,958.06		4,657.17
“ Lack. and Bloomsb' R. R.,	128,434.03	73,092.07		55,341.16
Local East of Mauch Chunk,	102,259.03	94,291.12		7,967.11
East of Mauch Chunk for use of L. V. R. R. Co.,	143,607.11	150,532.10	6,924.19	
To Furnaces and Mfg. Co.'s,	545,509.04	801,175.05	255,666.01	
“ Schuylk'l and Lehigh R. R.,	79.16	63.11		16.05
“ Ironton R. R.,	3,992.15	3,224.08		768.07
“ Catasauqua and Fogelsville R. R.,	7,183.11	6,489.09		694.02
“ East Penn. R. R.,	57.05	191.17	134.12	
“ Perkiomen R. R.,	158,828.01	133,610.02		25,217.19
“ North Penn. Div. of P. and R. R. R.,	113,437.13	104,274.01		9,163.12
“ Port Del. (Morris Canal),	281,335.04	298,256.13	16,921.09	
“ Morris and Essex Div. D. L. and W. R. R.,	41,492.05	62,604.12	21,112.07	
“ Belvidere Div. Penna. R. R.,	1,463,929.13	1,391,724.15		72,204.18
“ Central R. R. of N. Jersey,	4,450.05	5,001.11	551.06	
“ New Jersey Div. L. V. R. R.,	1,997,677.17	1,870,973.08		126,704.09
“ Del. & Hud. & N. & W. B. R. R.,		231,505.12	231,505.12	
Totals,	6,258,178.12	6,656,474.00	398,295.08	

TONS OF ANTHRACITE COAL CARRIED ONE MILE.

REGION.	1885.	1886.	INCREASE AND DECREASE.
Wyoming,	36,962,930.10	37,369,922.11	406,992.01 Inc.
Hazleton,	59,944,306.07	58,839,894.06	1,104,412.01 Dec.
Beaver Meadow,	16,802,350.10	18,127,179.17	1,324,829.07 Inc.
Mahanoy,	58,188,122.12	60,256,466.13	2,068,344.01 Inc.
Total above Mauch Chunk, " below " "	171,897,709.19 326,070,802.02	174,593,463.07 318,411,309.07	2,695,753.08 Inc. 7,659,492.15 Dec.
Grand total,	497,968,512.01	493,004,772.14	4,963,739.07 Dec.

The number of tons of anthracite coal carried one mile was 1 per cent. less than in 1885.

The total amount of miscellaneous freight transported over the main line and branches during the year was 3,041,016.66 tons, an increase over the previous year of 676,238.19 tons, or 28.59 per cent.

The tons of miscellaneous freight carried one mile 200,870,559.44, an increase over the previous year of 45,229,383.20 tons, or 30.25 per cent.

The total number of passengers transported during the year was 2,664,234½, an increase over the previous year of 390,524½, or 17.18 per cent.

Passengers transported one mile 37,855,051, an increase over the previous year of 4,206,826, or 12.50 per cent.

The total road receipts and expenses for the year were as follows:—

FROM TRANSPORTATION OF	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
Coal,	\$5,669,235 94	\$3,079,863 59	\$2,589,372 35
Freight,	2,106,469 39	1,515,620 13	590,849 26
Passenger, Express, and Mail,	969,051 15	698,332 84	270,718 31
Totals,	\$8,744,756 48	\$5,293,816 56	\$3,450,939 92

BRIDGES, CULVERTS, &C.

The woolen mill bridge at Bound Brook, 41 feet 8 inches in length, was carried away by a freshet in February, 1886, and the Rehill's bridge of same length was much injured at the same time. Each of these bridges has been replaced by a through iron bridge, 103 feet in length, and all of their abutments have been built new.

The bridge at Williamson's run, near Midvale, 13 feet in length, has been replaced by an iron bridge 25 feet in length.

EQUIPMENT.

Our locomotive equipment has been increased during the year by five engines, built at our own shops, as follows:—

At South Easton,	3
At Weatherly,	1
At Wilkesbarre,	1

Engine 107, which was worn out and unfit for further service, has been cut up.

We have increased our stock of cars as follows:—

BUILT AT OUR OWN SHOPS.

Passenger cars,	2
Baggage, express and combination cars,	4
Gravel train flat cars,	13
Dirt cars,	20
Four-wheeled caboose cars,	1
Supply cars,	1
Eight-wheeled platform cars,	10
“ “ gondola cars,	3
“ “ house cars—50 refrigerator, 100 heater,	150
Coal cars rated as four-wheeled,	119
Purchased—Two house cars,	2

To replace cars worn out and broken up we have built cars, in addition to the above, as follows:—

Coal cars, rated as four-wheeled,	544
Eight-wheeled house cars,	23
“ “ gondola cars,	67
“ “ flat cars,	53
Six-wheeled platform cars,	6
Four-wheeled caboose cars,	2
Eight-wheeled stock cars,	2
Four-wheeled dump cars,	24
Eight-wheeled wreck and tool cars,	2

We have also built for Lehigh Valley Coal Co.:—

Mine cars, 60

There were cast at our Hazleton foundry a total of eleven thousand nine hundred and eighty-eight car wheels of all sizes, and fourteen locomotive tires.

Our equipment is now as follows:—

	ON LAST REPORT.	INCREASE.	DECREASE.	Nov. 30th, 1886.
Engines of all classes,	325	5	1	329
Passenger cars,	116	2		118
Parlor cars (not before reported),				2
Pay car,	1			1
Baggage, express, and combination cars,	58	4		62
Fruit cars,	10			10
Dump cars,	279			279
Gravel train flat cars,	19	13		32
Dirt cars,	40	20		60
Wreck and tool cars,	46	2	5	43
Eight-wheeled caboose cars,	40			40
Four-wheeled caboose cars,	53	1		54
Eight-wheeled tunnel cars,	1			1
Four-wheeled tunnel cars,	150			150
“ platform cars,	11			11
Supply cars,	22	1		23
Eight-wheeled water cars,	5			5
Gravel train caboose cars,	9			9
Four-wheeled lime cars,	47			47
Eight-wheeled bark cars,	50			50
“ stock cars,	57			57
“ platform cars,	422	10		432
“ gondola cars,	1,842	3		1,845
Six-wheeled platform cars,	100			100
Eight-wheeled house cars,	3,608	152		3,760
Coal cars, rated as four-wheeled,	34,862	401	282	34,981

TRACK.

MILES OF STEEL TRACK.	ON LAST REPORT.	LAID AND RE- LAID THIS YEAR	TOTAL NOW IN USE.
On New Jersey Division,	138.76	1.72	140.48
On Lehigh Division,	148.22	4.78	153.00
On Wyoming Division,	89.12	4.00	93.12
On Beaver Meadow Division,	51.72	8.60	60.32
On Hazleton Division,	69.45	2.60	72.05
On Mahanoy Division,	95.27	4.90	100.17
Totals,	592.54	26.60	619.14
On P. & N. Y. R. R., Wilkesbarre to L. & B. Junction,	28.65	4.76	33.41

There are now in use on all divisions:—

142.71 miles of single track.

184.74 miles of double track, equivalent to

369.48 miles of single track; in addition to which there are

8.27 miles of second track laid, but used as sidings, and

304.73 miles of sidings.

Total, . . . 825.19 miles.

An increase from previous year of 22.09 miles, caused by construction of 9.91 miles of new single track on the Hazleton and Delano Branch; .53 miles of second track on Hazleton Division; .03 miles of second track used as sidings on Wyoming Division; and an increase in length of sidings at various places of 11.62 miles.

The rebuilding of coal-shipping wharf A at Perth Amboy, and the filling of its approach with earth is in progress, but not yet completed.

The Flemington Branch of New Jersey Division has been extended a short distance, and a passenger station and a freight station built.

Barber's Branch on Lehigh Division, at Allentown, has been extended to the new manufacturing works of the Iowa Barb Wire Company.

A branch has been located from New Boston to Hazleton, a distance of 15 miles, and the construction of the same is nearly completed. The length of new track laid on the same to the date of this report is 9.91 miles.

The condition of the Relief Fund is as follows:—

Balance on hand November 30th, 1885,	\$7,702 13
Contributed by employes during the year,	4,226 15
Contributed by our Companies,	4,226 15
Total,	<u>\$16,154 43</u>
Disbursements during the year,	10,806 51
Balance on hand November 30th, 1886,	<u>\$5,347 92</u>

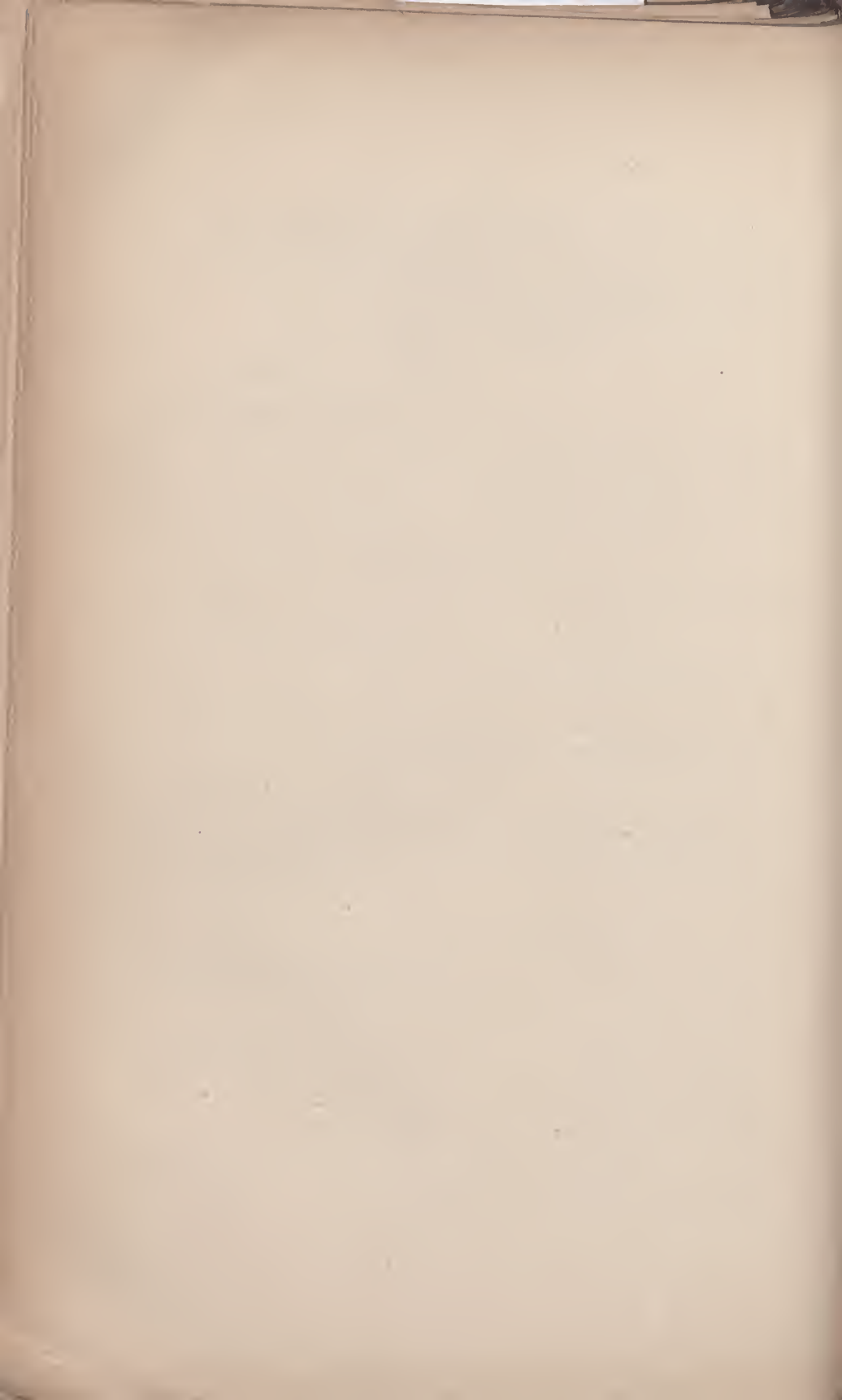
One call was made during the year, and the number of contributors was 2515.

The thanks of the Company are due to the Division Superintendents, the heads of the various departments, and to the employés of the Company generally, for their zeal and faithfulness in the discharge of the duties devolving upon them.

Respectfully submitted,

H. STANLEY GOODWIN,

General Superintendent.



REPORT

OF THE

Pennsylvania and New York

CANAL AND RAILROAD COMPANY.

OFFICERS AND DIRECTORS
OF THE
Pennsylvania and New York
CANAL AND RAILROAD COMPANY.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

SECOND VICE-PRESIDENT,
ROBERT H. SAYRE.

TREASURER,
WM. C. ALDERSON.

GENERAL SUPERINTENDENT,
WILLIAM STEVENSON.

DIRECTORS :

CHARLES HARTSHORNE,
ROBERT H. SAYRE,
VICTOR E. PIOLLET,
WILLIAM H. SAYRE,
ROBERT LOCKHART,
JAMES I. BLAKSLLEE,

HOWARD ELMER,
ELISHA A. HANCOCK,
FREDERIC MERCUR,
WILLIAM STEVENSON,
JOHN B. GARRETT,
ROBERT A. LAMBERTON.

ANNUAL REPORT
OF THE
Pennsylvania and New York
CANAL AND RAILROAD COMPANY.

JANUARY 10th, 1887.

The coal tonnage for the past year was:—

Anthracite,	1,699,337 tons.
Bituminous,	177,534 "
Total,	1,876,871 tons.

The above shows an increase, as compared with last year, of 258,575 tons of anthracite and a decrease of 53,467 tons of bituminous coal. Of the anthracite coal 1,117,991 tons were received from the Lehigh Valley Railroad.

The earnings and expenses for the fiscal year were as follows:—

FROM	
Transportation of coal,	\$1,177,131 19
“ freight,	737,655 73
“ passengers,	220,386 19
“ express and mail,	20,844 23
Miscellaneous,	112,556 54
	<u>\$2,268,573 88</u>
Less operating expenses,	1,606,191 29
Leaving net receipts,	<u>\$662,382 59</u>

The above net earnings will, after providing for State and other taxes, interest on bonds, interest on floating debt, &c., enable the Directors to declare a dividend of eight per cent. to apply to the arrearages on preferred stock.

We have expended upon the construction accounts during the year \$581,377.14.

We have previously suggested the advisability of constructing a branch road into the large timber tracts on the west side of the Susquehanna river above Wilkesbarre, with the view of securing the large amount of freight that must naturally result from such an outlet. We are pleased to state that a road into this region is now being built with the intention of connecting with our Coxton Branch, and we think such arrangements can be made as will control the tonnage in our interest.

The Vosburg Tunnel was completed during the year and our trains are now running through it. This improvement will materially add to the economy and efficiency of operating the road.

The Lehigh Valley Railroad Company has recently entered into an agreement with the Southern Central Railroad Company of New York, by which the railroad of the latter company is to be operated under the direction of the former. By an understanding with the Lehigh Valley Railroad Company our company assumed charge of this road as the "Southern Central Division."

The railroad of the Lehigh Valley Railway Company, recently built in the City of Buffalo and its vicinity, by which terminal facilities of the most valuable character are secured at that point, has been permanently leased by our Company and for some months past operated under our direction.

No change has taken place during the year in either the Board or general officers.

Additional details respecting the operations of the road are shown in the report of the General Superintendent, herewith submitted.

By order of the Board.

E. P. WILBUR,
President.

OFFICE OF THE GENERAL SUPERINTENDENT,
PENNSYLVANIA AND NEW YORK CANAL & RAILROAD CO.,
SAYRE, PA., November 30th, 1886. }

E. P. Wilbur, Esq., President,

SIR:—The following report of the operations of the Pennsylvania and New York Canal and Railroad Company for the fiscal year ending November 30th, 1886, is respectfully submitted.

COAL TONNAGE.

The total amount of coal transported during the year was 1,876,870 $\frac{15}{20}$ tons, an increase of 205,107 $\frac{04}{20}$ tons, or 12 $\frac{27}{100}$ per cent., compared with the previous year.

The following tables give the details of production and distribution compared with the previous year.

TOTAL COAL TONNAGE FOR THE FISCAL YEAR ENDING NOVEMBER 30TH, 1886, COMPARED WITH THE PREVIOUS YEAR.

	1885.	1886.	INC. or Decrease.
	TONS.	TONS.	TONS.
Anthracite,	1,440,761.10	1,699,336.12	258,575.02
Bituminous,	231,002.01	177,534.03	53,467.18
Total,	1,671,763.11	1,876,870.15	205,107.04

Percentage of increase in total coal tonnage, 12 $\frac{26}{100}$ per cent.

The anthracite tonnage was derived from the following sources:—

	1885.	1886.	INC. or Decrease.
	TONS.	TONS.	TONS.
Wyoming,	1,315,136.05	1,589,795.19	274,659.14
Hazleton,	32,777.04	29,010.13	3,766.11
Beaver Meadow,	1,001.16	2,404.00	1,402.04
Mahanoy,	14,067.03	11,717.03	2,350.00
State Line and Sullivan, . . .	77,779.02	66,408.17	11,370.05
Total,	1,440,761.10	1,699,336.12	258,575.02

Percentage of increase in anthracite tonnage, 17 $\frac{95}{100}$.

And was distributed as shown by statement below :—

	1885.	1886.	INC. or Decrease.
	TONS.	TONS.	TONS.
On Line of Road,	51,703.09	50,584.12	1,118.17
Montrose Railway,	6,133.08	5,408.19	724.09
Southern Central R. R.,	283,242.18	254,561.03	28,681.15
Geneva, Ithaca & Sayre R. R., .	426,597.03	508,323.16	81,726.13
N. Y., L. E. & W. R. R.,	524,054.12	710,771.18	186,717.06
" Watkins Direct,	21,275.17	23,130.15	1,854.18
Erie & Wyoming Valley R. R., .	. . . . .	20,162.00	20,162.00
Lehigh Valley R. R.,	71,790.16	54,376.07	17,414.09
For use of Company,	55,963.07	72,017.02	16,053.15
Total,	1,440,761.10	1,699,336.12	258,575.02

The source of supply of bituminous tonnage was as follows :—

	1885.	1886.	INC. or Decrease.
	TONS.	TONS.	TONS.
Towanda Coal Company,	182,795.12	134,216.11	48,579.01
Schraeder Coal "	16,330.02	. . . . .	16,330.02
Long Valley Coal "	29,528.05	42,492.09	12,964.04
N. Y., L. E. & W. R. R. Co., . .	34.12	17.17	16.15
N. Central R. R.,	2,313.10	807.06	1,506.04
Total,	231,002.01	177,534.03	53,467.18

Percentage of decrease in bituminous tonnage, $23\frac{57}{100}$.

DISTRIBUTION OF BITUMINOUS COAL.

	1885.	1886.	INC. or Decrease.
	TONS.	TONS.	TONS.
On Line of Road,	2,932.15	3,001.08	68.13
To Southern Central R. R., . . .	5,508.12	12,385.18	6,877.06
To G. I. & S. R. R.,	13,987.08	17,503.08	3,516.00
To N. Y., L. E. & W. R. R., . . .	182,867.09	134,216.11	48,650.18
To N. Y., L. & W. R. R.,	413.17	. . . . .	413.17
To L. V. R. R.,	13,880.05	2,776.08	1,103.17
Used by Company,	11,411.15	7,650.10	3,761.05
Total,	231,002.01	177,534.03	53,467.18

ANTHRACITE AND BITUMINOUS COAL.

Number of tons carried one mile :—

	1885.	1886.	INC. or <i>Decrease.</i>
	TONS.	TONS.	TONS.
Anthracite,	122,204,283.70	146,380,431.60	24,176,147.90
Bituminous,	5,195,444.55	3,555,334.07	1,640,110.48
Total,	127,399,728.25	149,935,765.67	22,536,037.42

We have hauled over the New York, Lake Erie and Western Railroad during the year 507,665 $\frac{11}{20}$ tons with our own power from Waverly to Buffalo and intermediate points.

The amount of anthracite coal transported in box cars during the year was 266,113 $\frac{9}{20}$ tons, an increase of 107,966 $\frac{4}{20}$ tons, or 68 $\frac{2}{100}$ per cent.

The amount so transported was 15 $\frac{6}{100}$ per cent. of our anthracite tonnage.

FREIGHT.

The total amount of miscellaneous freight, exclusive of coal transported over the road during the year, was 1,215,956 $\frac{9}{100}$ tons, as against 888,843 $\frac{0}{100}$ tons during the previous year, an increase of 36 $\frac{8}{100}$ per cent. The number of tons carried one mile was 140,666,165 $\frac{9}{100}$, an increase of 45 $\frac{7}{100}$ per cent. over the previous year. The average rate per ton per mile on all freight transported during the year was $\frac{5}{100}$ of one per cent., an increase of $\frac{0}{100}$ of one per cent. over the previous year.

The total tonnage of our road, including anthracite and bituminous coal and general freight, was 3,092,826 $\frac{8}{100}$ tons, an increase of 532,220 $\frac{2}{100}$ tons over the previous year.

PASSENGERS.

The total number of paying passengers carried on the road during the year was 387,236, equal to 10,078,404 carried one mile, an

increase over last year of $14\frac{44}{100}$ per cent. in number of passengers, and an increase of $12\frac{36}{100}$ per cent. in passengers carried one mile.

Of the above number of passengers carried on the road 44,724 were through passengers.

The gross receipts for passengers carried show an increase of $.07\frac{10}{100}$ per cent. as compared with the previous year. The average rate per passenger per mile was $2\frac{36}{100}$ cents, the same as last year, and as against $2\frac{46}{100}$ cents in 1884.

TELEGRAPH.

The telegraph line has been maintained in good order, and was, during the summer, extended from East Buffalo to Suspension Bridge and Clifton by using the poles belonging to the New York, Lake Erie and Western Railroad Company under rental.

EQUIPMENT.

The following changes have been made in our equipment during the year. We have added two wreck and tool cars and six four-wheel caboose cars, and thrown out of service one second-hand passenger car. Ten new consolidated engines have been contracted for at the Baldwin Locomotive Works, to be delivered during the month of January, making our present equipment as follows :—

	<i>Last Rep.</i>	<i>Increase.</i>	<i>Decrease.</i>	<i>Total Now.</i>
Locomotives,	87	. . . . .	. . . . .	87
Passenger cars,	2	. . . . .	I	I
Combination cars,	2	. . . . .	. . . . .	2
Gravel cars,	88	. . . . .	. . . . .	88
Service cars,	63	. . . . .	. . . . .	63
Wreck and tool cars,	5	2	. . . . .	7
Eight-wheel caboose cars,	9	. . . . .	. . . . .	9
Four-wheel caboose cars,	29	6	. . . . .	35
Four-wheel shop cars,	10	. . . . .	. . . . .	10

The West Pittston Branch has been extended to a connection with the Forty Fort and Harry E. collieries, and the total addition to our branches and sidings during the year are 1.37 miles, making total length of tracks now laid and in use on main line, sidings and branches as follows :—

Main line Wilkesbarre to New York State Line,	104.30
Second track in use as such,	99.84
Sidings,	64.95
Waverly and State Line Railroad and sidings,	2.87
Branch and sidings connecting with G., I. & S. R. R.,	4.57
“ “ “ “ Southern Cent. R. R.,	4.82
“ “ “ “ Barclay R. R.,	3.22
“ “ “ “ N. Y., Lack. and W. R. R., . . . . .	.27
Sidings at Waverly, . . . . .	.39
“ Elmira, . . . . .	.69
“ Hornellsville,	1.68
“ Sayre Shops and Round House,	4.90
Pleasant Valley Branch and sidings,	8.03
West Pittston Branch and sidings,	12.62
Branches to coal breakers south of L. & B. Junc.,	8.45
State Line and Sullivan Branch and sidings (leased),	27.82
Loyalsock R. R. and sidings,	4.29
Total miles,	<u>353.71</u>

The following materials have been used in repairs and construction of track during the year, viz.: 3932 steel rails, 141 frogs, 772 kegs of spikes, 120,438 cross-ties, 30,859 feet switch-ties. We have repainted most of the iron bridges during the summer, and on the Towanda bridge and several of the other large ones have put entire new ties, so that the bridges are now in No. 1 condition.

The Vosburg Tunnel has been completed, and was opened for service on the twenty-fifth day of July.

On March 24th, the Lehigh Valley and Wabash freight line was established by way of Suspension Bridge, and we commenced running our freight and coal trains to that point.

The growth of business on the line of the Pennsylvania and New York road has been such as to make it absolutely necessary to enlarge several of our freight and passengers stations, notably those at L. & B. Junction, Tunkhannock, and Wyalusing.

The old wooden engine house at Coxtown, which has been entirely insufficient for our requirements, is now in a very dilapidated condition, and should be replaced by a permanent building of brick or stone of sufficient capacity to accommodate from twenty-four to thirty engines. The operation of the State Line and Sullivan Branch, and the yard work at Towanda, requires us to keep from three to five engines standing at that place, and a small brick engine

house should be built to take the place of the old wooden shed which has been in service so many years, and which is insufficient for present needs. These improvements should be made as early in the coming spring as the weather will permit.

We have laid in the City of Buffalo, on Tiff Farm, and in connection with the Lehigh Valley Railway, $2\frac{57}{100}$ miles of side track during the year. We have also built on the Tiff Farm Canal a freight house for lake and rail business, 450 feet long and 116 feet wide, and have done considerable business through it during the fall months. We have also contracted for the building of an iron dock, 440 feet in length, and for the building of an additional lumber dock, something over 2000 feet in length; the timber is being procured during the winter, and work to be commenced early in the spring.

We have kept one steam shovel and gravel train at work during the summer and fall months filling the trestle through the city of Buffalo, and have removed for that purpose something over 100,000 yards of material. This work should be continued from year to year, that the embankment may be completed before any of the timber work becomes unsafe.

Respectfully submitted,

W. STEVENSON,
General Superintendent.

REPORT

OF THE

Lehigh Valley Coal Company.

OFFICERS
OF THE
Lehigh Valley Coal Company.

PRESIDENT,
ELISHA P. WILBUR.

VICE-PRESIDENT,
CHARLES HARTSHORNE.

TREASURER,
ISRAEL W. MORRIS.

SECRETARY,
JOHN R. FANSHAW.

GENERAL SUPERINTENDENT,
FREDERIC MERCUR.

GENERAL COAL AGENT,
WILLIAM H. SAYRE.

WILKESBARRE, PA., November 30th, 1886.

F. P. Wilbur, Esq., Prest. Lehigh Valley Coal Co.,

DEAR SIR :—Herewith please find a condensed statement of the tonnage of this Company for the year ending November 30th, 1886, compared with that of two previous years :—

	1886. TONS.	1885. TONS.	1884. TONS.
Amount of coal produced by collieries owned and operated by the Company,	1,567,721	1,471,535	1,422,961
Amount of coal shipped by tenants of the Company, and from lands controlled by it, .	1,780,989	1,680,074	1,632,094
Total shipments by this Company and from property owned or controlled by it,	3,348,710	3,151,609	3,055,055

Nearly all the above tonnage has been transported to market over railroads owned, operated, or controlled by the Lehigh Valley Railroad Company.

Six collieries belonging this Company have remained idle during the whole of this year, but they have been kept in condition to resume operations upon short notice should the condition of the coal trade be such as to demand an increased output of coal.

The operations upon the Snow Shoe property show the following results :—

	1886.	1885.	1884. 6 mos.
Coal,	60,911 tons.	65,730 tons.	38,106 tons.
Coke,	29,099 tons.	24,266 tons.	11,268 tons.
Timber,	6,558,006 feet.	7,934,653 feet.	5,769,465 feet.
Box Bolts,			50 $\frac{1}{4}$ cords.
Bark,	131 $\frac{7}{10}$ tons.	141 $\frac{1}{4}$ tons.	21 $\frac{7}{10}$ tons.
Railroad Ties,		7,745	
Wood,	141 $\frac{1}{2}$ cords.		

Respectfully,

FRED. MERCUR,
General Superintendent.

